DeLoreanWorld

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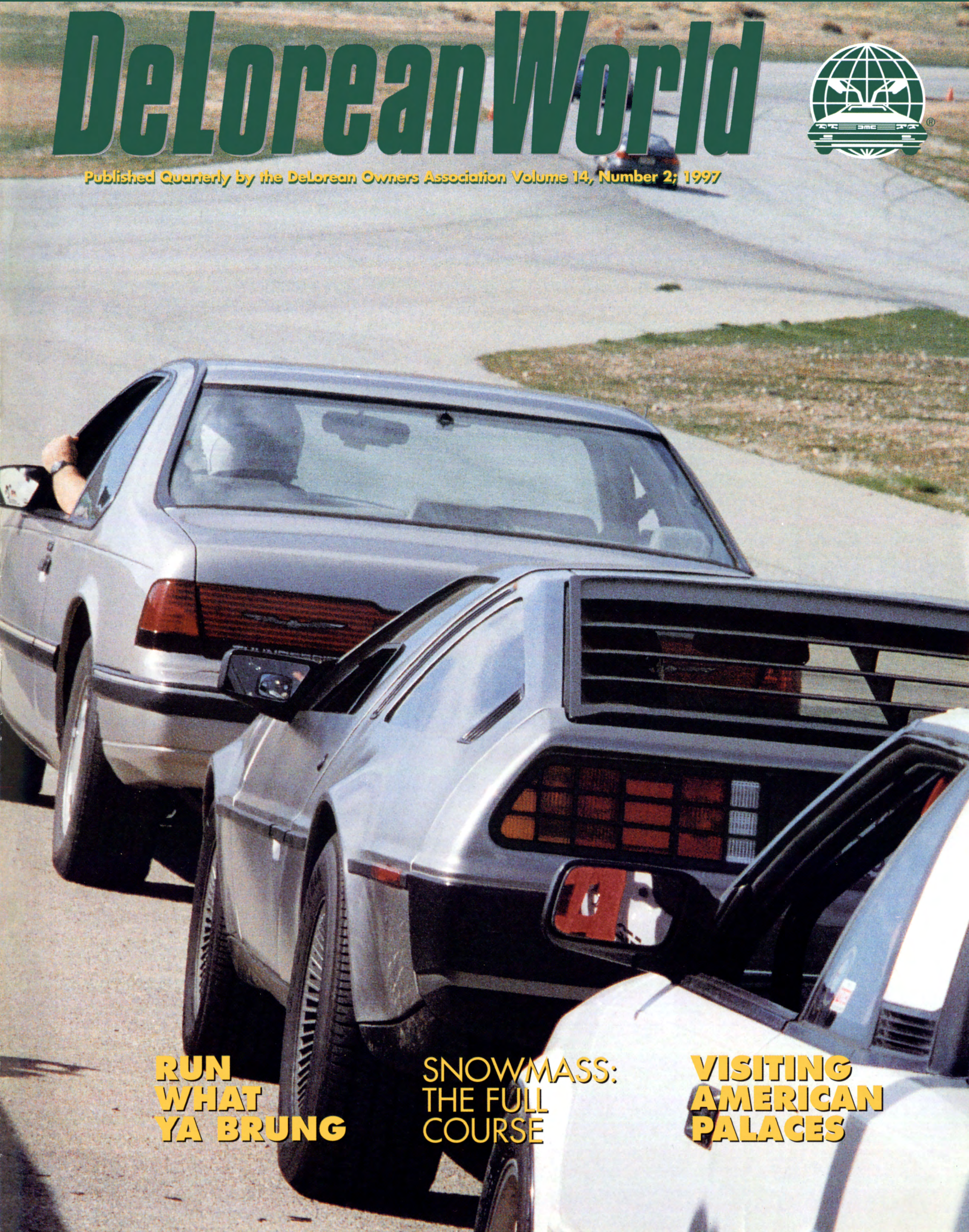
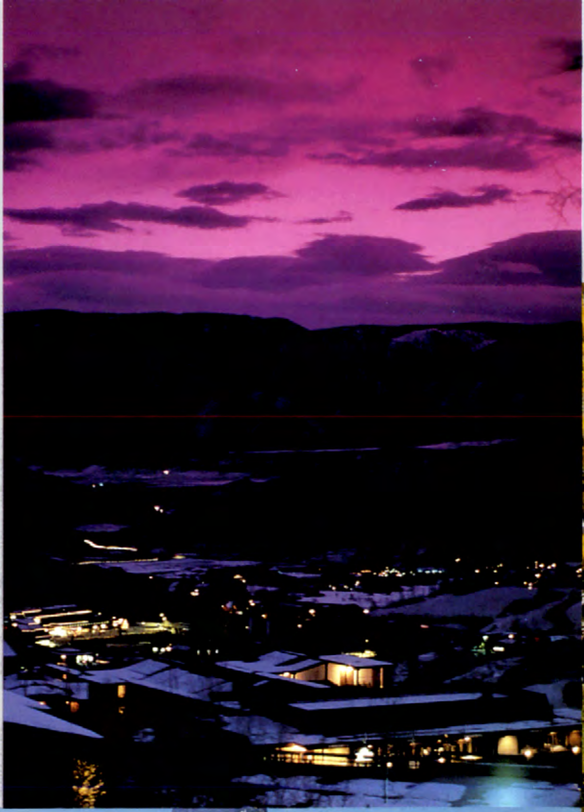


RUN WHAT YA BRUNG

SNOWMASS: THE FULL COURSE

VISITING AMERICAN PALACES



Come enjoy the fun, excitement, luxury, sights, romance, scents and sounds of the Rockies at DeLorean Expo '97.

August 28 through 31, 1997

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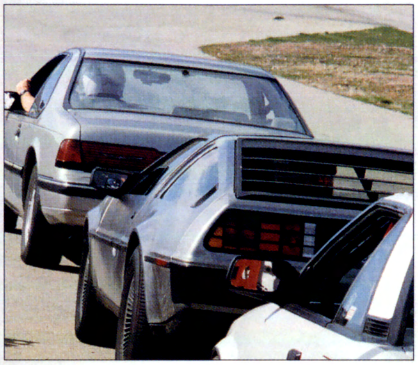
SNOWMASS
AT ASPEN



COVER PHOTO:
Photograph: Karin Howard
Willow Springs
International Raceway

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DeLoreanWorld

DeLorean World, Volume 14, Number 2; 1997

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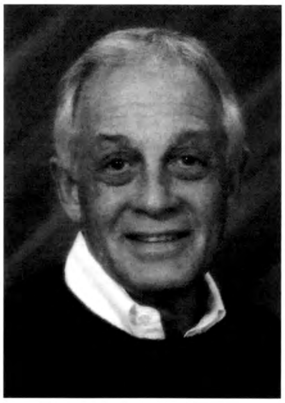
PRESIDENT'S MESSAGE

By Ed Bernstein



I'm really looking forward to driving to the '97 DeLorean Expo in Snowmass, Colorado.

Driving along Interstate 70 in Colorado is a multifaceted joy for the senses. The feel of the wide, gently curving highway coupled with the view of the magnificent Rocky Mountains combine to provide a truly unique motoring experience. From time to time the highway has turnouts for the motorist to pull off the road and picnic beside a rushing stream of clear, sparkling water while listening to the songs of various mountain birds.

Speaking of songs, as soon as I pass by Grand Junction, I pop in my John Denver, Rocky Mountain High cassette and sing along all the way to Glenwood Springs. Fortunately, John Denver is totally unaware of my outstanding enclosed DeLorean signing voice, because at full volume, I sound much better than he does and this might give him concern regarding his musical career.

On the other hand, it is quite fortunate that my DeLorean is completely soundproof from the outside, otherwise the Department of Fish and Game would throw me in jail for frightening the wildlife and threatening the Ecosystem balance as I go driving down the road singing as loudly as I can.

Watch for exciting new changes in the DeLorean Owners Association Web-Site in the upcoming months.

We have established a committee of members with varied experience in computer technology that is attempting to expand our offerings to more owners nationally and internationally via this dynamic medium.

Sound, video offerings and live transmission are just some of the presentations which will be considered by the committee for the future.

It is being proposed that each Divisional Director will have direct contact with a Webmaster Liaison to provide more timely input and site modifications than we have been able to perform in the past.

Who knows, by 1999 we may actually get this Internet thing right.

Then again, if we don't, we'll just keep heading in the correct direction until we achieve our goal.

See you in Snowmass.

CALENDAR OF FUTURE **CAR EVENTS**

by Jim Hales, Parade / Events Director

Do you know of any events that are not sponsored by the DeLorean Owners Association, but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present an Events calendar in DeLorean World. Please submit the following information for each event:

Location (state, city/town, place)
Date (three or more months ahead of the time you received each issue)
Name, address and telephone number for further information
Hold the notice size to 30 - 40 words

Please submit entries to:

Jim Hales, Parade/Show Director
2651 Altamira Dr.
West Covina, CA 91792

ALABAMA: Gadsden, July 26-27. 33rd Annual Invitation, Gadsden Antique Auto Club at Noccaluca Falls. Call (205) 547-7143.

ARIZONA: Cottonwood, Sept. 19-21. Metropolitan Owners Club, Arizona Chapter "The Unique Little Car Show", Quality Inn. Call (520) 634-4966.

CALIFORNIA: Napa, June 1. 31st Annual Concours d'Elegance to benefit Children's Hospital in Oakland. Silverado Country Club. Call: Karly Kaplan, (510) 428-3355 or fax (510) 501-3972.

CALIFORNIA: Escondido, June 8. "A Gathering on the Green" Car Show at Deer Park. Call (760) 749-1666.

CALIFORNIA: Los Angeles, June 7-8. 3rd Annual Gilmore Heritage Auto Show, Farmer's market. Call Bob Lichty, (800) 965-6050.

CALIFORNIA: Buelton, July 17-20. Moss Motors 5th Annual British Car Festival at The Flag is Up Farms. Call (800) 895-2471.

CALIFORNIA: Carmel Valley, August 15. Concours Intaliano featuring DeTomaso automobiles at Quail Lodge Resort & Golf Club. Call (206) 688-1903.

CONNECTICUT: Norwich, July 19-20. 12th Annual Eastern Connecticut Antique Auto Show, sponsored by Eastern Connecticut Chamber of Commerce. Call (860) 376-4933.

GEORGIA: Atlanta, July 6-11. The Packard Club National Convention, hosted by Peachstate Packards Region. Call (770) 461-9309.

ILLINOIS: Farifield, June 15. Father's Day Antique Car Show, sponsored by Egyptian Old Car Club. Call Ron Cummings (800) 500-7180.

INDIANA: South Bend, June 22-28. Avanti Owners Assn. International Meet at Notre Dame athletic field. Write AOAI Meet Director, P.O. Box 2367, Hammond, IN 46323.

KENTUCKY: Louisville, June 7. 13th Annual British Car and Motorcycle Show sponsored by Louisville British Sports Car Club. Call Jim French (502) 491-1517.

MARYLAND: Bowie, June 22. 20th Annual Bowie British Car Day, Allen Pond Park. Call (703) 323-1260 or Michael Pack (DOA member) (410) 551-3107.

MARYLAND: Jessup, July 17-20. Flashback Antique Auto Meet, Blob's park. Call (410) 729-1803.

MASSACHUSETTS: Ludlow, June 1. 3rd Annual Antique and Classic Car Show, sponsored by Dana-Farber Cancer Institute, Boston. Call Ed Strycharz, (413) 737-2895.

MICHIGAN: Midland, July 26-27. Michigan Antique Festival, Midland Fairgrounds, Call (517) 687-9001.

MICHIGAN: Ypsilanti, June 1. Orphan Car Show sponsored by Ypsilanti Auto Heritage Museum, Riverside park. Call (313) 483-4444.

MICHIGAN: St. Ignace, June 21. New Event, Antiques on the Bay. Call Ed Reavie (906) 643-8087.

MISSOURI: St. Louis, June 1. 19th Annual Antique and Collectible Cars, Forest Park. Call Jim Fleming (314) 468-6281.

NEVADA: Carson City, June 27-29. Karson Kruzers 13th Annual "Run Wha Cha Brung" Car Show, Fugi Park. Call (702) 883-0927.

NEW HAMPSHIRE: Newport, August 2. Foggy's 20th Anniversary Antique Classic and Vintage Car Show. Call (800) 999-6012.

NEW HAMPSHIRE: Sandwich, August 2-3. New England Antique and Collectibles Festival. Call (603) 569-9301.

NEW JERSEY: Mount Laurel, Sept. 6. 7th Annual Antique Car Show sponsored by Y's Men. Call Jack Carcanheue (609) 235-3753.

NEW YORK: Oakdale, June 1. 4th Annual All British Car Show sponsored by Long Island MG Car Club, Bayard Cutting Arboretum. Call Dave Blackwell (516) 475-2889.

NEW YORK: Muttontown, June 8. Annual Concours d'Elegance sponsored by Jaguar Drivers Club, Chelsea Center. Call Tom Johnson (516) 584-7202.

NEW YORK: Plattsburgh, July 12-13. 4th Annual International Car Show by the Clinton County Historical Assoc. Call (518) 561-0340.

RHODE ISLAND: Johnston, June 22. British Summer Sizzler Car Show sponsored by Special Interest Car Parts. Call Judi, (800) 556-7496.

SOUTH CAROLINA: Charleston, June 7. Annual British Car Show sponsored by Charleston British Car Club, Call Jack Lambert (803) 849-9707.

TEXAS: Houston, May 31-June 1. All British car Show sponsored by Houston MG Car Club. Call Ed Rosenquist (218)444-1579.

UTAH: Salt Lake City, July 23-26. Hudson-Essex-Terreplane Club National Meet, Little America Hotel. Call (801) 723-3243.

UTAH: Park City, August 10-15. Austin-Healey International. Call Sandy Maxwell (801) 943-4803.

WISCONSIN: Superior, July 30 – August 3. Pierce-Arrow Society Meet, Baker island Inn. Call (612) 574-9551.

It Is Election Time

Jack Balderston, Parliamentarian

The odd-numbered years are election years in the DeLorean Owners Association. By tradition, the election is timed so that the announcement of the new Board of Directors can be made at the fall Expo, this year falling on the Labor Day weekend.

At the end of July, all paid-up members will receive a ballot. If you are interested in how the names get on the ballot, here is the procedure based on the Bylaws of the Association.

The Bylaws state that the election must be by mail ballot with one ballot, and hence one vote, being sent to each active membership number. The vote is for election to the Board of Directors. When elected, the Board itself will determine who holds each Office within the Board.

The first step is the decision on the size of the Board-to-be. The bylaws set a minimum number at 14 and maximum at 30. The existing Board makes this decision. The size of past Boards has been in the mid-twenties.

The President appoints a Nominations Committee of at least three members. This Committee reports back with a slate to fill the approved number of positions and with assurance from each nominee that she or he will serve. The bylaws also contain a clause that elected Directors are expected to attend 80% of the announced Board meetings held each year unless specifically excused by the President.

All active members are notified of the slate by mail two months in advance of ballot counting. Publication in DeLorean World is permitted for this notification, but printing deadlines have yet to make this alternative feasible. The notification also notes when final ballots will be mailed and where and when ballots will be counted.

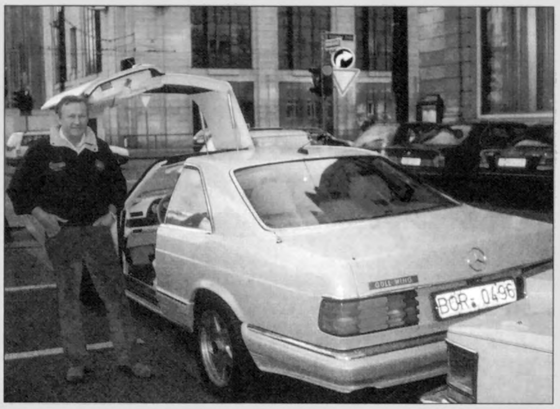
Members can nominate candidates not on the slate by petition to the current Secretary. The petition must be signed by 2% of the active membership – which today means about 38 signatures – contain written agreement to serve by the nominee and the nominee must be willing to attend Board meetings. The petition must also be received by July 22 to meet the printing deadline for the ballot.

Ballots will be mailed on July 25. Last year we simplified the ballot return process by printing the Secretary's address on one of the outer folds so that the filled-out ballot could be refolded by the member, a stamp added, and the form thus mailed back.

The Secretary must receive ballots by August 22 and ballots will be counted on the 24th. The President appoints three active members, not themselves candidates, to do the counting.

Announcement of the new Board will be made on Saturday, August 30, at Snowmass and be published in the subsequent issue of DeLorean World.

DeLorean Envy...



On a trip to Germany, DOA members Greg and Carol Anne Gruetzmacher saw this owner-modified Mercedes in front of a Dusseldorf hotel. The owner said he was inspired not only by the gull-wing Mercedes of the mid-50's, but also by the DeLorean door design. That is Greg standing beside it.
photo by Carol Anne Gruetzmacher

ERATUM

In issue #49, Vol. 13. No. 3 – summer 1996 – the answer at the top of column 2 regarding the Faulty Inertia Switch should read as follows:

1. Faulty Inertia Switch. Refer to DeLorean World, issues 4 (Vol., 2 No. 2) Summer 1994, issue 18 (Vol., 5 No. 4) Spring 1988, and issue 45 (Vol. 12 No. 3) Summer 1995 for wiring diagram and general information.

To test, run a jumper wire on the wiring harness plug from the green terminal to the white/purple terminal. If the car starts, replace the switch.

CAUTION: For safety reasons do not drive the car with the jumper wire in place.

Expo '97

SNOWMASS THE FULL COURSE

by Linda Porter

Planning an Expo is a little like planning a full course meal. Along with the entree, attendees expect to be served interesting and exciting "side-dishes". As the "chef" I feel that the first order of business is deciding on the main course. That would be choosing the location for our yearly Expo.

As you know by now, the decision for Expo '97 was made a year ago, with the nod going to The Silvertree Hotel in Snowmass, Colorado. The hotel is situated on the Village Mall in Snowmass Village which is ten miles from Aspen.

Snowmass and Aspen offer a wide variety of activities from which to choose, and trying to pick just a few was difficult. From shopping and gallery browsing, to outdoor adventures of every kind, the area has something for everyone.

For those who are visiting the area for the first time, a walking tour of downtown Aspen may be a logical beginning. Friday morning, August 29, a docent from the Aspen Historical Society will lead interested DeLorean owners on a 1 and 1/2 hour tour, using the downtown area and it's historic buildings to tell of Aspen's past.

While stepping back into history, you won't be able to ignore the present. Stay on in town after the tour, and have lunch in one of the many restaurants or visit that gallery you spotted earlier in the day. While Aspen is small, there's lots to see.

Have you always wanted to try your hand at fly fishing? Here's your chance. A local company, Blazing Adventures, is offering a half day outing on Thursday, Friday, or Saturday mornings. A guide will be provided, as well as fishing rods, flies and that all-important item: the fishing license.

On Saturday morning, August 30, Aspen Classic Tours will pick up passengers at the hotel before starting out on a two and a half hour "town and country" tour. Some of the tour's highlights will include a chance to see celebrity homes and ranches, mountain scenery, and local hangouts.

Another option for Saturday morning will be the Maroon Bells Wilderness Downhill tour. Bikes are provided for this tour; no need to bring your own. The tour begins at 8:00 a.m. with a drive to the Maroon Bells and Maroon Lake. A picnic breakfast along Maroon Creek will be followed by a short guided nature "hike" around Maroon Lake. After everyone has limbered up, it will be time to get on the bikes for an effortless 12 mile downhill descent. You're welcome to stop along the way to enjoy the spectacular views, and don't forget to bring your camera. These mountains are said to be the most photographed peaks in North America. The Maroon Bells road is closed to most vehicular traffic, and affords a perfect opportunity to enjoy the downhill ride. The bike trip ends in Aspen, where you will be met by the van for the drive back to Snowmass. Returning by noon, there will be plenty of time to visit the Snowmass Village Mall and check out all the cars at the DeLorean / Snowmass Car Show.

Bike riding not your thing? How about trail rides? Thursday, Friday, or Saturday, saddle up for a two hour trail ride on Snowmass Mountain. There are horses for beginner to intermediate riders, and participants can choose morning or afternoon rides.

Want to be "above it all"? Unicorn Balloon Company of Colorado will take you there. Summer launches take place shortly after sunrise, and flights last between 1 and 2 hours. Fly above the beautiful, rugged landscape and experience the thrill of 14,000 foot peaks and intimate views of wildlife in meadows below. There will be the traditional complimentary champagne and you will receive a flight certificate at the end of your trip. Just pick a morning, and you will be "up, up and away".

Music lovers will want to find some time to attend the Janus JazzAspen at Snowmass Music Festival. This takes place over a period of three days; Saturday, Sunday, and Monday. It's the best excuse I've heard yet, for staying over an extra day.

What about all the regular DeLorean Expo events? Starting with Thursday's registration, and ending with Sunday morning's brunch and drive, all the favorites are still on the menu.

Area locals will tell you no trip to Aspen is complete without a visit to The Crystal Palace Theatre Restaurant. Join us Thursday night for a gourmet dinner, followed by a hilarious cabaret revue. The show consists of unrelated comedy songs which spoof politics, events and famous people. The cast is truly multi-talented; they are also your waiters and waitresses!

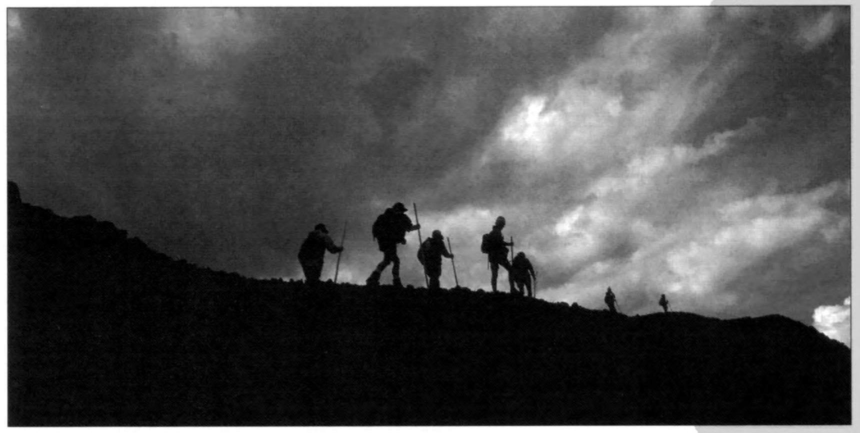
All of Friday's events will be held in the Snowmass Conference Center, next door to the Silvertree Hotel. An early morning continental breakfast will be followed by a short general session. The always popular Tech Session and DeLorean Products Fair will fill the rest of the morning and afternoon. Friday's activities will end on a magical note, with a buffet dinner at the Conference Center's Roof Garden.

The previously mentioned car show is Saturday. This is a great opportunity to show off your DeLorean to the many people expected to attend the jazz festival. That evening, the Silvertree's Cabaret Ballroom will be the site of our gala reception and banquet. This promises to be a festive occasion, with awards, a raffle and dinner followed by dancing.

A drive in the country and brunch at 11,212 feet is on deck for Sunday. After driving the 10 miles to Aspen, we'll board the Silver Queen gondola for an 18 minute ride to the top of Aspen Mountain. What a view! This promises to be an uplifting experience. Atop the mountain is the Sundeck Restaurant, where we will have brunch.

After brunch, and a ride down the mountain, it's back into the cars for a drive through the Castle Creek Valley and to the Ashcroft ghost town. Ashcroft was once a booming mining town in the 1880's, and you can walk through the remaining buildings or along trails that wind through the Aspen groves. Take some time to visit the Toklat Gallery, which is nearby. And pose with your car for a group picture.

This will be the dessert for our Labor Day Weekend banquet of activities; truly a moveable feast.



DeLorean service bulletins

provided by Dick Shipman,
Vice President / Technical Director

DeLorean World has obtained most of the early service bulletins issued by the factory. Many of these reference the VIN number before or after which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who service the cars and are unaware of these factory documents.

service bulletin 17

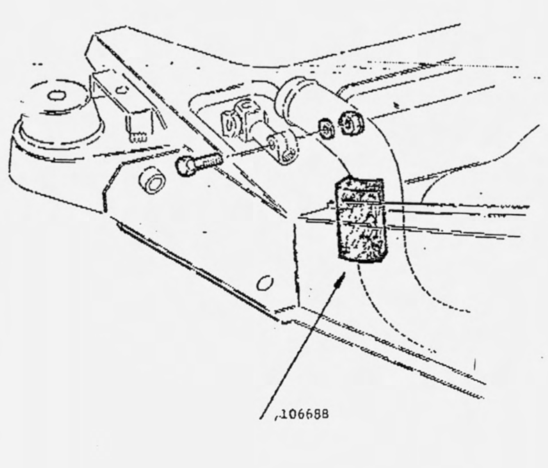
SUBJECT: Coolant Loss

The possibility exists of damage occurring to the engine and coolant pipe part no. 105989 as a result of the pipe contacting the steering clamp bolt.

Vehicles affected from VIN 560 to 1260.

ACTION:

The existing 40mm bolt should be replaced by a 35mm bolt and the coolant pipe repositioned by the introduction of packing part no. 106688 to be located between the chassis and the coolant pipe as illustrated.



service bulletin 18

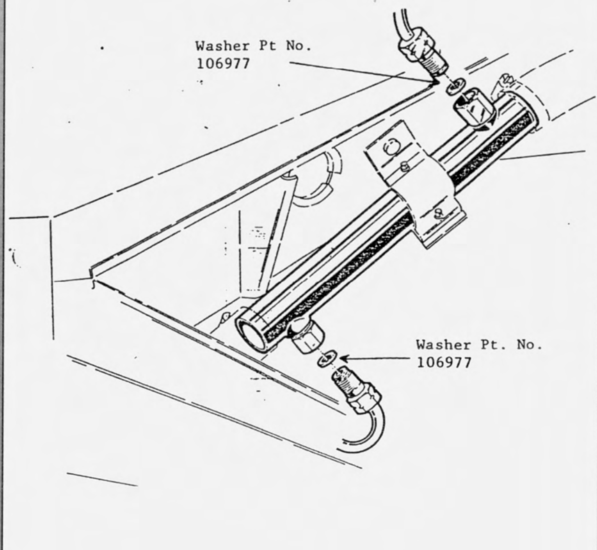
SUBJECT: Fluid leak at auto transmission pipes to fluid cooler

ACTION:

To eliminate the possibility of fluid leaks occurring from oil cooler pipe connections to fluid cooler, the following procedure has been adopted in service.

Remove auto transmission fluid cooler pipes and insert copper washer part no. 106977 under make pipe union (see sketch), this is to improve sealing due to poor contact between 'olive' faces on pipe female union.

Note: Recheck and top up transmission fluid, if necessary.



service bulletin 19

SUBJECT: **REAR HUB BEARING NOISE DUE TO BEARING MOVING IN CARRIER.**

ACTION:

1. Remove hub carrier and completely dismantle.
2. Using a clean cloth, wipe the hub carrier bore and new mating surface. Spray the surface with Loctite Safety Solvent and allow 30 seconds to dry.
3. Apply a thin film of Loctite 601 to the hub carrier and new bearing, taking care that Loctite does not contact bearing dust shields.
4. Refit bearing into carrier using a press and refit assembly.

Note: Bearings are Loctited from VIN 2600.

service bulletin 20

SUBJECT: **FRONT HUB BEARING NOISE DUE TO BEARING MOVING IN CARRIER.**

ACTION:

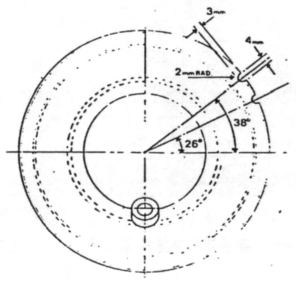
1. Remove front hub affected, dismantle same and refer to workshop manual.
2. Using a clean cloth wipe the front hub bore and bearing mating surface. Spray the wiped areas with Loctite safety solvent and allow approx. 30 second to dry.
3. Apply a thin film of Loctite 601 to the hub bore and bearing taking care that Loctite does not contact bearing dust seals.
4. Press bearing into hub carrier.
5. Rebuild carrier and refit to vehicle.

service bulletin 24

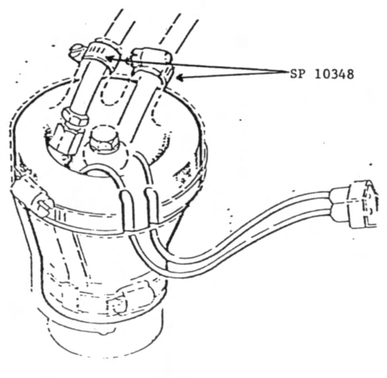
SUBJECT: **POSSIBLE WATER INGRESS INTO TOP OF FUEL PUMP.**

ACTION:

1. Modify fuel pump sealing ring Part No. 101391 by addition of two grooves as illustrated in sketch below.



2. Re-route wires to fuel pump through the new grooves as illustrated below.
   Refit original fuel pump cover seal, Part No. 106684, and secure with hose clip.
3. Secure clips SP10348 around the entrance tubes in the fuel pump seal cover.



service bulletin 23

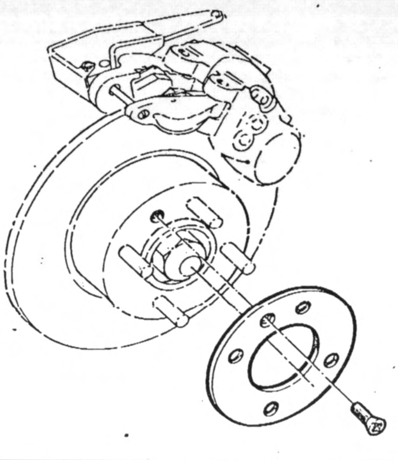
SUBJECT: **ADAPTOR - ROAD WHEEL - REAR (110154)**

ACTION:

From VIN 2235 the above adaptor is fitted to the rear hubs to prevent contact between lower shock absorber mounting and rear tire.

Fitting procedure as follows:

- Jack up rear of car
- Remove rear road wheel
- Remove disc/hub attachment Phillips screw
- Fit adaptor to hub using Phillips head screw part number SP10649
- Refit road wheels and lower vehicle to ground and torque wheel nuts



DeLorean service bulletins

continued…

service bulletin 25

SUBJECT: INCREASED DURABILITY OF WINDOW CABLE GUIDE.

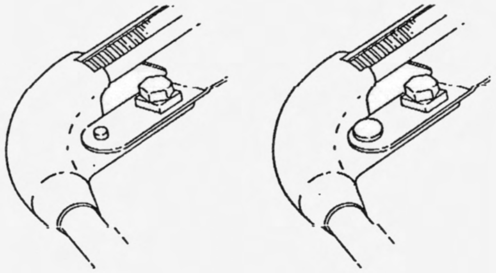
ACTION:

Freeze all stocks of Window Motor and Drive LH 106023 and RH 106024 until the following action has been taken.

Inspect the window cable guide joint of each part at the point where the plastic elbow on the motor guide is joined to the tubular steel pull. This joint is secured by a single M6 bolt (which attaches guide to door handle bracket) and an adjacent plastic spigot.

By referring to the diagram, note the condition of the plastic spigot. If the spigot is moulded over, take no further action. It the spigot is not moulded over, carry out the following procedure to improve the durability of the joint.

Cut off the plastic spigot, level with the steel bracket through which it projects. Using the hole as a guide, carefully drill through the plastic using a 4.1mm drill. Secure the two brackets together using a poprivet SP10130 with washer SP10253 at each side.



service bulletin 26

SUBJECT: REPAIR PROCEDURE WIPER LINKAGE ASSY

ACTION:

- Disconnect battery
- Remove pedal box assembly
- Disconnect motor harness at block connector and earth lead at bullet connector
- Remove two nuts and bolts securing motor bracket to bulk head
- Remove protective caps and nuts securing wiper arms to spindles to sleeves in scuttle. Note washer positions, etc.
- Remove complete wiper assembly to bench
- Remove nut securing motor output arm to motor shaft and release arm from shaft
- Remove three bolts securing motor to linkage assembly.

Notes on Installation:
Before fitting motor to linkage assembly it is necessary to 'park' motor.
At motor harness block connector, join brown and red terminals, apply position feed to block terminal. Earth motor body.

Note: Incorrect connections may damage motor.
Fit motor to linkage bracket and fit motor output arm onto motor shaft with linkage in 'park' position; i.e. at extreme of travel. (Spindles turned fully counter clockwise from wiper arm end.)

service bulletin 29

SUBJECT: Checking and Adjusting Oil Pressure – AUTO TRANSMISSION

ACTION:

- Place rear of car on axle stands
- Disconnect vacuum pipe
- Place selection lever in 'D'
- Run engine, bring speed to 2,400 rpm, and read pressure 8 bar (120 P.S.I.) +/- 0.2 bar (3 P.S.I.). If oil pressure is below as stated, adjust pressure by turning vacuum capsule.

Note:

One complete turn of capsule clockwise increases pressure by approximately 0.1 bar (1 1/2 P.S.I.)

service bulletin 31

SUBJECT: Auto Transmission Linkage Adjustment

ACTION:

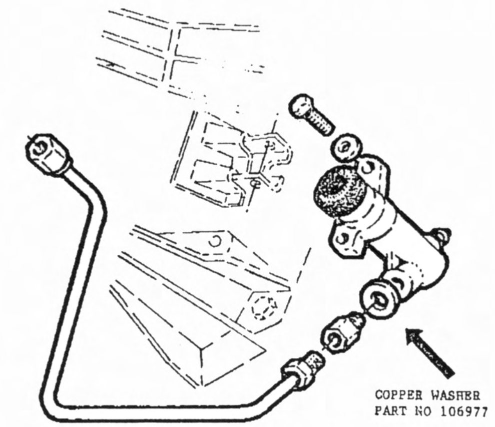
- Place vehicle on lift
- Raise rear of vehicle one side only
- Place selector lever in park position
- Disconnect shift rod at relay lever
- Loosen adjusting locknut
- Screw threaded end counter clockwise one-half turn at a time and loosely fit to relay lever
- Rotate rear wheel
- Carry out previous items until park is selected inside G/box and rear wheel locked
- Retighten rod to relay lever, tighten locknut and recheck

service bulletin 36

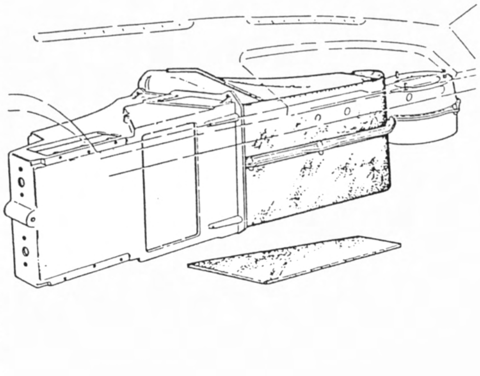
SUBJECT: Fluid Leak at Clutch Slave Cylinder Pipe Adaptor PR No. 105464

ACTION: In the event of a fluid leak at clutch slave cylinder pipe adaptor, the following action is to be taken:

- Remove clutch hydraulic line Part No. 106773 from adaptor Part No. 105464
- Remove adaptor and plastic washer
- Replace adaptor with copper washer Part No. 106977
- Refit hydraulic line, top up clutch fluid and bleed clutch.



service bulletin 37



SUBJECT: Condensation Forming on the Air Conditioning Evaporator Housing

ACTION:

Complaints have been received of condensation forming on the Air Conditioning Evaporator Housing under certain ambient and humidity conditions. The problem can be overcome by the fitting of cladding in the form of four pieces of closed cell foam rubber fitted to the exterior of the Evaporator using a contact adhesive (Bostick 1GA516).

Fitting Instructions: In order to fit the cladding it is necessary to remove the Glove Box Assembly to gain access to the top of the evaporator. The cladding should be fitted as illustrated.

Items should conform to FMVSS 302 flammability of interior materials.
Material: Closed cell foam, Neoprene or Sponge rubber 5mm thick.

VALVE ADJUSTMENT

Dick Shipman, Technical Director

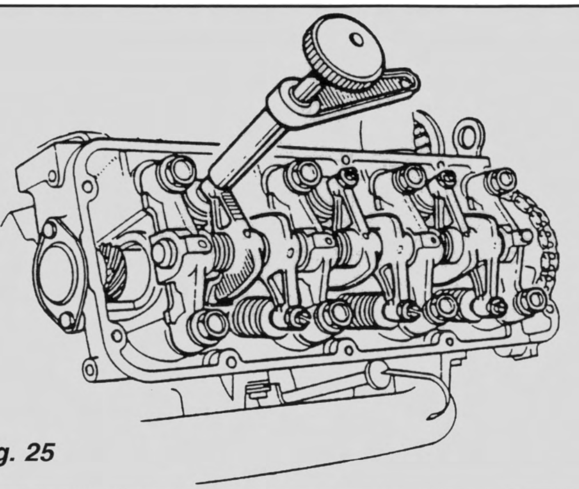


Fig. 25

Here are two methods for adjusting the valves in our engines. To get to the valves…

1) Remove high tension lead from coil so engine will not start.

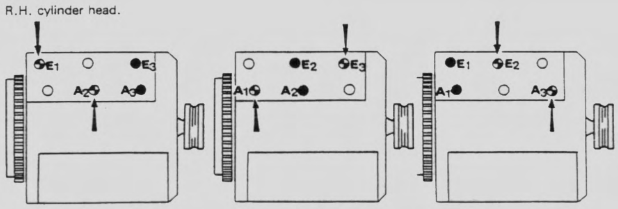
2) At left side of engine cover:
   a) remove the air conditioning belt, also the compressor including brackets and wiring
   b) remove the oil filter cap and hose
   c) remove the two Allen head bolts holding the warm-up regulator and swing it out of the way. DO NOT REMOVE THE FUEL LINES.
   d) remove the valve cover.

3) At right side of engine valve cover:
   a) remove air cleaner
   b) remove the 10 mm bolt holding the frequency valve from the cover. DO NOT REMOVE THE FUEL LINE.
   c) remove the valve cover.

Adjust the valves using either of the following methods.

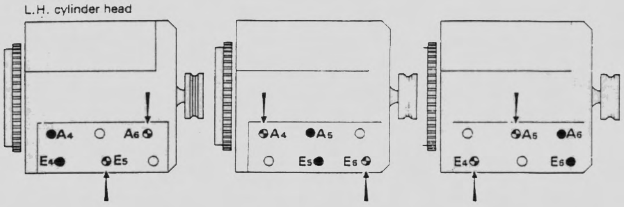
The second method is the easiest.

ADJUSTING ROCKER ARM CLEARANCES
Clearances with engine cold
Inlet: 0.10 (.004")
Exhaust: 0.25 (.010")



● Rocker arms "on the rock"	◒ Rocker arms in position for adjustment	
	Inlet	Exhaust
I1–E1	I3	E2
I2–E2	I1	E3
I3–E3	I2	E1

Fig. 26



● Rocker arms "on the rock"	◒ Rocker arms in position for adjustment	
	Inlet	Exhaust
I4–E4	I6	E5
I5–E5	I4	E6
I6–E6	I5	E4

Fig. 27

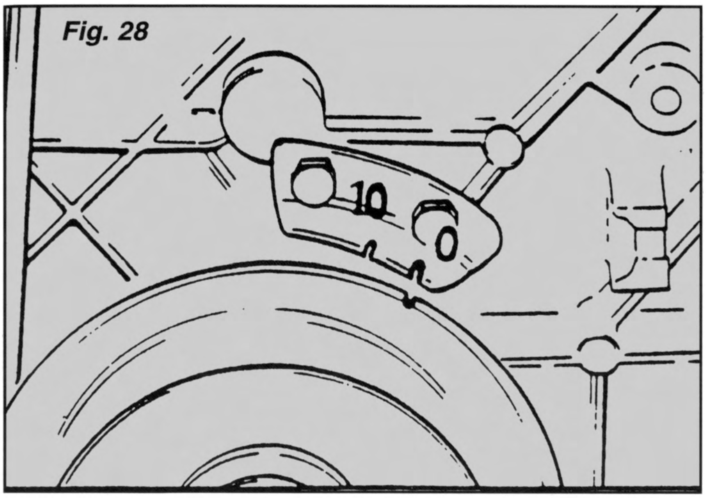


Fig. 28

	Adjust	
	Inlet	**Exhaust**
Cylinder No. 1 on T.D.C. Firing Stroke	**I1**	**E1**
	I2	**E3**
	I4	**E6**

	Adjust	
	Inlet	**Exhaust**
Cylinder No. 1 on T.D.C. “End of Exhaust – commencement of inlet”	**I3**	**E2**
	I5	**E4**
	I6	**E5**

FIRST METHOD:

Adjust the rocker arms on each cylinder head in turn (see figures 25, 26, 27).

SECOND METHOD:

1. Set the piston in No. 1 cylinder to T.D.C. (mark the grooves with paint or chalk) firing stroke. Set the timing mark on the crankshaft pulley opposite point (O) on timing cover (see figure 28)

2. Starting from position 1, turn the crankshaft one complete turn (360°) which corresponds to T.D.C. “End of Exhaust – commencement of inlet on cylinder No. 1”
   Cylinder No. 1 rocker arms “on the rock”.
   Timing mark (O) on the crankshaft pulley opposite pointer (A) on timing cover

To reassemble after completing the valve adjustment…

4) Replace covers in reverse order using new cover gaskets. Left is part No. 102256; Right is part No. 102249.

TIPS FOR THE HOME MECHANIC

Michael A. Stahl, Huntsville, AL

I am now on my second DeLorean, after finding out what life is like without one. I had to learn the hard way about what a great car it really is. After selling my first one, I really missed the car and started looking for the right deal. I seriously wondered if lightening would strike in the same place twice. But it finally did. I am now the proud owner of #5976, which I have finally refurbished to its former luster.

The car has come along quite nicely, and has proven its reliability as a daily driver. The first DeLorean I had had less than 10,000 miles. However, the car I am now driving has 36,000 miles and has proven the fact that cars usually run better if they are driven more often.

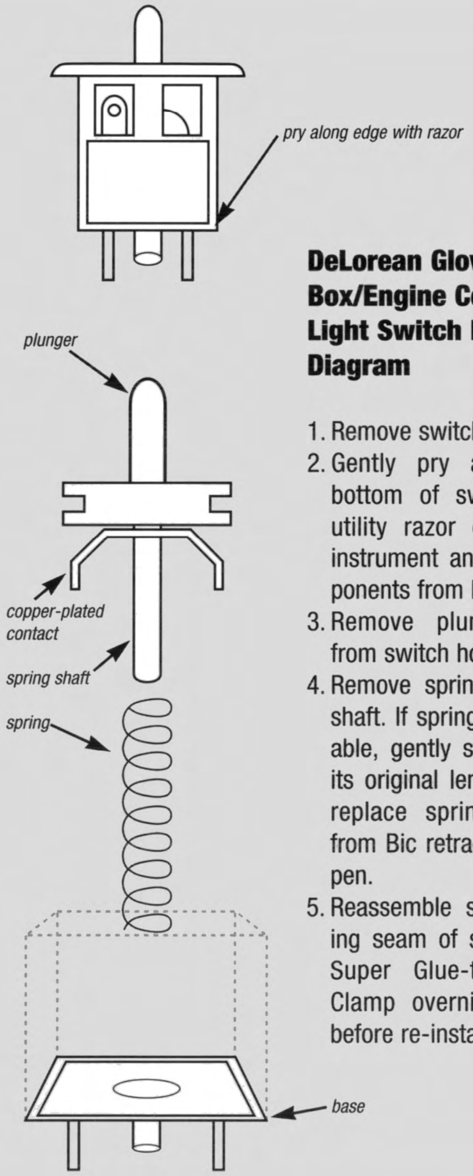
I have come across some problems that many owners are likely to face as their cars age and replacement parts become harder to find.

Although minor, I had a difficult time finding a replacement light switch for the engine compartment. The contact plunger would not retract properly to let the light come on when the engine cover was open. Apparently this part has become rather hard to come by, as DeLorean supply shops I talked to had no replacements in stock. I devised a fix where I gently pried open the switch and replaced the plunger spring with a spring from a Bic ball-point pen. (See diagram.) The repair seems to work well and the switch hasn't failed me yet. The same switch is also used for the glove compartment light, so the repair would work on that switch as well.

Another baffling problem involved the A/C/heater blower motor. This one kept me going for months as I discovered additional problems along the way.

The problem was that the car's blower motor would only run on speeds 1, 2, and 3 but would not operate on 4. The circuit breaker would kick the motor "off" in about 15 seconds and could only be started again at speed 1 after the breaker had cooled down. I thought the breaker was at fault and replaced it, but the problem persisted. The speeds 1-3 would run very weakly and very little air came through the vents. Summer heat in Alabama is very intense and I could resemble a marathon runner by just taking the car for a spin around the block.

The next step involved replacing the blower motor resistor that had almost decayed to dust. Although this was not the problem, it really needed to be replaced, and I would encour-



DeLorean Glove Box/Engine Compartment Light Switch Repair Diagram

1. Remove switch from housing
2. Gently pry along seal on bottom of switch box with utility razor or other sharp instrument and remove components from box.
3. Remove plunger assembly from switch housing.
4. Remove spring from plunger shaft. If spring is still serviceable, gently stretch spring to its original length. Otherwise, replace spring with spring from Bic retractable ball point pen.
5. Reassemble switch, cementing seam of switch box with Super Glue-type adhesive. Clamp overnight to let dry before re-installing switch.

age owners to check theirs out when replacing their blower motors. The DeLorean's body is virtually corrosion proof, but its electrical components are not.

The fault was finally traced to the plug that connects up with the blower motor resistor. The plug had distorted from heat. I got a hernia from working under the dash for several weekends, but it was worth it when cool air finally blew through the cockpit.

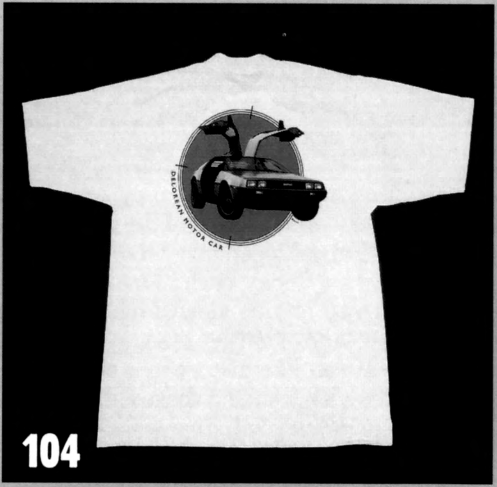
My interior has fared pretty well, as the dash hasn't cracked YET! The interior pillar panel on the driver's side became uprooted due to sunlight exposure to the adhesive. I was told by a body shop that the windshield would have to be removed to fix the problem. I repaired the problem by clamping the pillar in place with C clamps and wooden blocks with the driver's door open. Then I injected some weatherproofing adhesive where the pillar meets the inside of the windshield. This fix works best if you have a Mother who is a Nurse and has access to a disposable syringe. Now that's what I call auto surgery! After clamping the pillar in place overnight, the pillar stays put.

I have the silver wheels on my car, but another owner I know came up with a way to salvage the early DeLorean gray wheels. The finish tends to flake and peel. He removed the finish with paint thinner, which left the aluminum finish underneath which he then polished. I haven't tried this one firsthand, but his wheels look every bit as nice as mine and completely original.

I really enjoy working with my car, and would encourage other owners to drive their cars more often. It really does make a difference. The last thing to tackle is my front fascia … But that's another story.

MEET THE WILD ONES!

102



104

103

White, heavyweight, 100% cotton shirts.

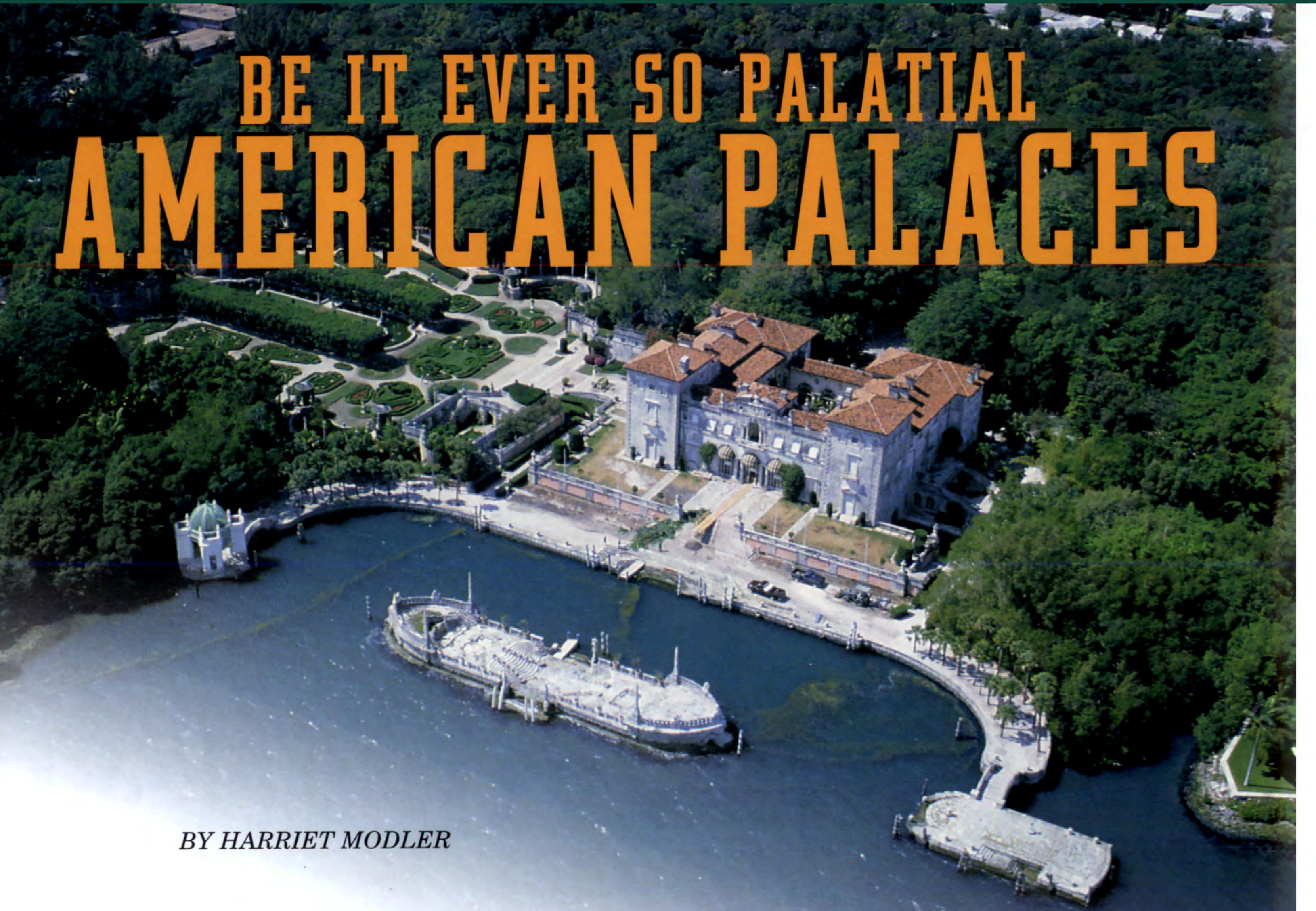
Meet our brand new line of DeLorean shirts. From the unique DMC logo on the front to the colorful, flying DeLorean on the back, these high quality winners have the brightest, wildest graphics we've ever produced. Every DeLorean fan will want at least one.

102 – 3-Button Henley Short Sleeve Shirt – M, L, XL, XXL.$25.00
103 – Long Sleeve Mock Turtleneck Shirt – M, L, XL, XXL.$15.00
104 – Short Sleeve Tee Shirt – M, L, XL................................$15.00

DeLorean Owners Association Products
Marcie Haug - Products Director
1617 Del Valle Avenue
Glendale, CA 91208
(818) 547-3638 phone/fax

See the Association products ad for shipping charges.

BE IT EVER SO PALATIAL
AMERICAN PALACES



BY HARRIET MODLER

HISTORIC ESTATES OF THE RICH AND FAMOUS OPEN THEIR ORNATE DOORS FOR A GLIMPSE OF YESTERDAY'S EXTRAVAGANCE.

Grandiose. Romantic. Even one that's downright bizarre. Across the U.S. they sprawl — the estates of the nation's most legendary men and women. Today, each home offers its own unique view of life in the fast lane of earlier eras.

If you like history in a personalized vein, touring these estates us like peering into the medicine cabinets of the past. You just can't get more up-close and personal. Many date from pre-tax fortunes of the 19th century, and several span the first half of the 20th century. But all are sites to behold.

On the East Coast is the only surviving home of generations of Rockefellers, open to the public for the first time in Spring of 1994. Situated high on a hilltop over North Tarrytown, N.Y., 45 minutes out of Manhattan, Kykuit has spectacular views of the Hudson River and cliffs of Palisades Interstate Park. Pronounced Kye-cut, the name means "lookout" in Dutch.

Built in 1913 by John D. Rockefeller, Jr. for his father, the founder of Standard Oil, Kykuit is one of the nation's best preserved Beaux houses. After 1937, John D. Jr. and his wife, Abby Aldrich Rockefeller, lived there. One of their six children, the late New York Governor Nelson A. Rockefeller, considered it his retreat from 1960 until his death in 1979.

As a Rockefeller, you lived amid 18th and 19th-century antiques and fine oriental porcelains from John D. Jr.'s collection. Later these were joined by Nelson Rockefeller's early Chinese ceramics, 20th century paintings, tapestries and prints, and his crowning achievement — more than 70 pieces of 20th century outdoor sculptures, including works by Pablo Picasso, Constantine Brancusi and Alexander Calder. Reserve your tour well in advance; Kykuit has been a sell-out since its opening.

Kykuit, North Tarrytown
(914) 631-8200
Open from May through October. Two-hour tour begins in Tarrytown at Phillipsburg Manor Visitor Center, then visitors are taken by private minivan to Kykuit. Tickets available only through prepaid reservation. Adults $18, seniors and students $16.

Shown: The Rockefeller "Kykuit" mansion in New York.

> "AS A ROCKEFELLER, YOU LIVED AMID 18TH AND 19TH-CENTURY ANTIQUES AND FINE ORIENTAL PORCELAINS..."

❧

For sheer Historic Drama, continue further north in the historic Hudson River Valley to the home of Franklin D. Roosevelt National Historic Site near Hyde Park, N.Y. Born in this home as the only child of James and Sara Roosevelt, it's fitting that F.D.R. is buried in the family rose garden, alongside his wife, Eleanor.

Here you can truly relive history. In his office that Roosevelt referred to as the "Summer White House", on June 20, 1942, F.D.R. and British Prime Minister Winston Churchill signed their historic agreement resulting in the development of the world's first atomic bomb. In this same room on November 6, 1944, Roosevelt broadcast his final campaign speech.

In the dining room, you can see where the Roosevelt family and famous guests talked politics nonstop, and where votes were tallied on election nights.

For the ambitious, walk along the 8½ mile Hyde Park system of trails connecting the F.D.R. property with the Vanderbilt Estate and Val-Kill, the Eleanor Roosevelt National Historic Site — the only such location dedicated to a First Lady.

Franklin D. Roosevelt National Historic Site
(914) 229-9115
Open daily May through October, 9 a.m. to 5 p.m. Closed Tuesday and Wednesday, November through April; open 9 a.m. to 5 p.m. other days. Closed Thanksgiving, Christmas and New Year's Day. All tours are self-guided. Call for reservations at the National Park Service number above from 9 a.m. to 5 p.m. Adults $5 (companion ticket with Roosevelt-Library Museum), ages 62 and over, $4; children under 17 free.

continued on page 26...

Franklin D. Roosevelt's "Summer White House"

RUN WHAT YA BRUNG

DeLorean World Feature

I purchased my DeLorean in October 1996. Until recently, I was unable to find the opportunity to "play" with my car.

Then a copy of the Vintage Auto Racing Association Magazine arrived and I discovered that I could take a giant step toward a VARA Racing License by attending the University of Vara.

Best of all, I could do the school in my street car, so I jumped at the chance to start the licensing process and to "run what I brung."

story: Joe Steuben
photos: Karin Howard

The Friday before the school, Karin (my unbelievably understanding wife) and Midnight (my fun-loving Labrador Retriever) and I shuffle clothes and racing gear between her 1965 Mustang and the "D", and head for the Streets of Willow Springs for the required "Tech Inspection."

We arrive and are the second car in line. The first car's inspection goes smoothly. It is rejected. OH...OH!

After a few minutes of warm hearted "snow" jokes the Tech Inspector gets down to business. The "D" passes with flying colors.

Karin and I repack and ease toward the exit. But the Inspector, arms flailing and Baseball cap flying, cuts us off. My visions of late apexes and braking points begin to evaporate as he tries to stick his head in the window. "Hey...I didn't see a battery! That thing uses one, doesn't it?"

Normally, I'm not the "talkie" type, but I guess I say the right words because, the Inspector gathers his cap and walks away muttering, "Hell...I knew that!"

SATURDAY...DAWN, LET THE GAMES BEGIN!

Willow Springs International Raceway is only about 15 miles from our hotel. The trip takes forever.

Students at the University of VARA are divided into four groups. The "D" and I are in Group "A"...along with several Porsches, BMWs, FastTrack race prepared Celicas, a Ferrari, a Firebird, a Saturn station wagon etc., etc. In all, there are 19 drivers in our pod.

We students will spend the weekend rotating through an Autocross, a Skid Pad, the Classroom, and "The Streets."

Group "A" goes straight to the classroom.

Bill Shubert is our instructor. He's great. The hour of theory flies by. Bill ends the session by telling us to get in our cars.

Yes!!!!!!!

We convoy to the Autocross and start to work an incredibly tight course that rotates around a multi-colored outcrop of mountain which the owner of Willow Springs playfully ignored when he paved the Oval Track parking lot.

I START SLOWLY.

Will the rear end come out? What's up with the body roll? Where's the next cone? The "A" pillar blocks my view of a turn-in point that sits exactly next to the rainbow rock pile.

OK!

The "D" rolls, and grabs the tarmac with claws that won't let go. I need to get the rearend out to get up to speed through the backside of the course. It takes me the entire weekend to find a way to make that happen.

WOW!

Our next challenge is the Skid Pad. The idea is to drive as fast as you can and keep your inside front wheel on the water-soaked circle.

OK!

My Instructor leans into the window and tells me to do a 360..."just to get the feel of what its all about." I remember the trailing arm bolts, but I don't want to hear another DeLorean joke so I weakly nod "OK."

The "D" throttle steers beautifully. For me this is the most important part of the exercise, so I spend the session enjoying the amazingly compliant response of the car.

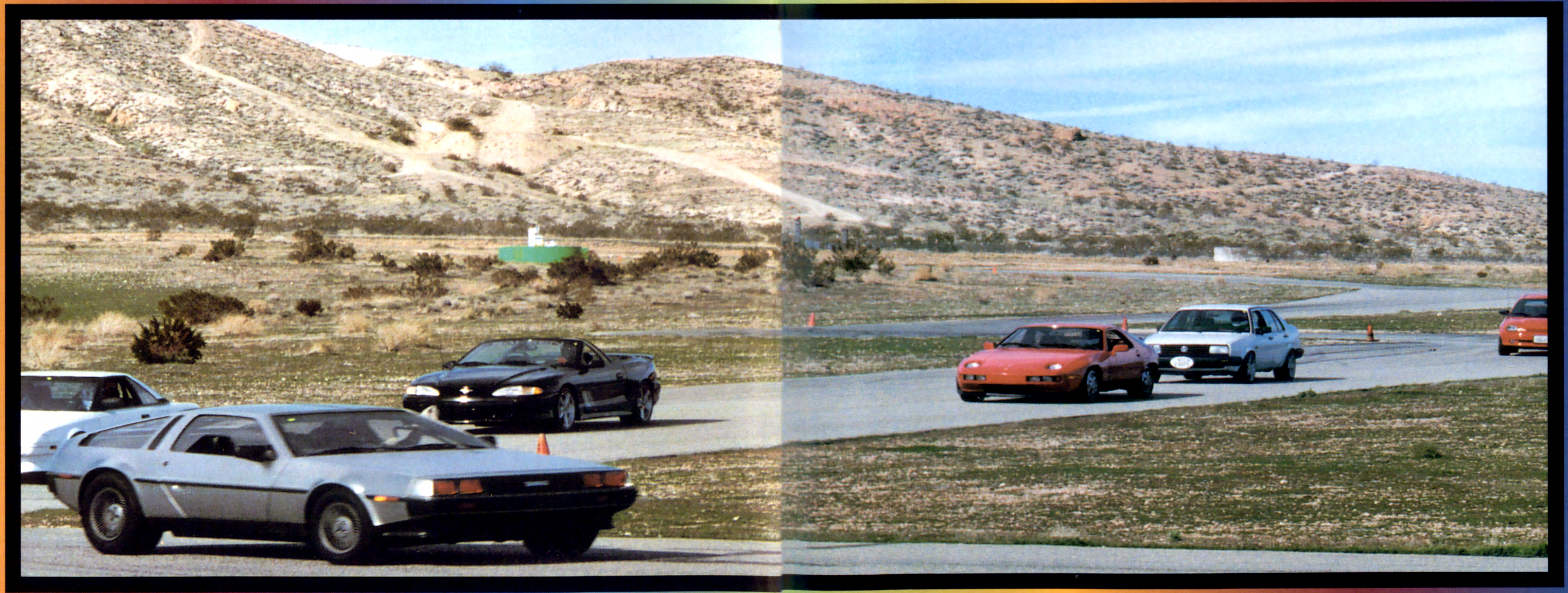
Good job, John Z! Your car works much more like a front engine, rear wheel drive car than a car with most of the weight on its back-side.

Then the Instructor says that my next run will be the last of the session and that I should move to "The Streets"...after I do a 360.

OK,! OK!

I suck it up...and let fly. I do a 360, and immediately do it again. The Instructor grins and gives me "thumbs up."

As I idle into the hot pits, I throw the steering wheel right and left. No groans or clanks come from rear. My Service Shop did a great job of replacing those pesky bolts.



We are the last Group to hit "The Streets" before lunch.

Great!

The track is warm and lots of fresh rubber adds welcome stick to our street tires.

In the configuration we are driving, "The Streets" is a 1.1 mile track with 12 tight turns and a 125 foot elevation change. We are allowed to pass only on the 600 foot, uphill, front straight-a-way. And then, only if the slower car signals the approaching car. It's a great place to learn, even though it plays hell with your brakes, tires, and clutches.

Did I mention that my car has an automatic trannie?

Finally its my turn to run. I watch the Starter's palm-up hands as two cars flash by us on their way into Turn One.

GO! GO! GO!

The Starter sends me out. I check my mirrors and mash the throttle.

BLUBBLE, BLUBBLE, BLUBBLE!

The "D" ambles onto the hot track.

Not good car!

We are hitting the track far too slowly. Bogies are fast filling my mirrors. I drop the shifter into Low. The V6 howls.

My "D: car's gearing is so high (thanks Mr. Oil Embargo) that I see 6000 rpm only twice during the entire weekend. Needless to say, I'm not the Terror of the passing zone.

But "Mr. Equalizer" does kick in.

The "D" loves the turns and as we pass around the course, we fill the mirrors of many of the cars that "smoked us" on the straight. It feels great to run with the big iron.

SIMPSON
SIMPSON

Joe Steuben at the wheel.

We break for lunch.

I enjoy the expressions on my fellow driver's faces when I tell them that I have only 130 hp to work with. Now they understand why I'm waving them by in the passing zone.

And so it goes.

Sunset signals the end of the first half of the semester.

After school, it's Mexican food with our old friend Dave Freitas. Then, wind whipped and sun burned, we drive back to the hotel...er, to rest and watch TV. Who cares that we fall asleep at 8:30. Life is good.

The next day, we do it again. With one notable exception.

Instead of the Autocross Course, we jump to the 1/4 mile banked Oval Track for a session.

Fun! Fun! Fun!

Until I drift up to the edge of the track and almost say "Good day" to the wall. "Hey, Dumbo, you're in school, not at Indy."

More Skid pad, more Classroom, more "Street" time. Group "A" has found the groove.

As the day progresses, some of the faster cars begin to wave me by. I guess they are tired of seeing the "D" in their mirrors through 11/12ths of the track, or maybe they just want to drive our line.

ALL RIGHT!...ALL WRONG!

My brake pedal goes to the floor!

I ease the car off the line, off the track, and back into the pits praying that nothing is radically wrong. How much does it cost to rent a flatbed from Rosemond to Northridge?

Oh me!

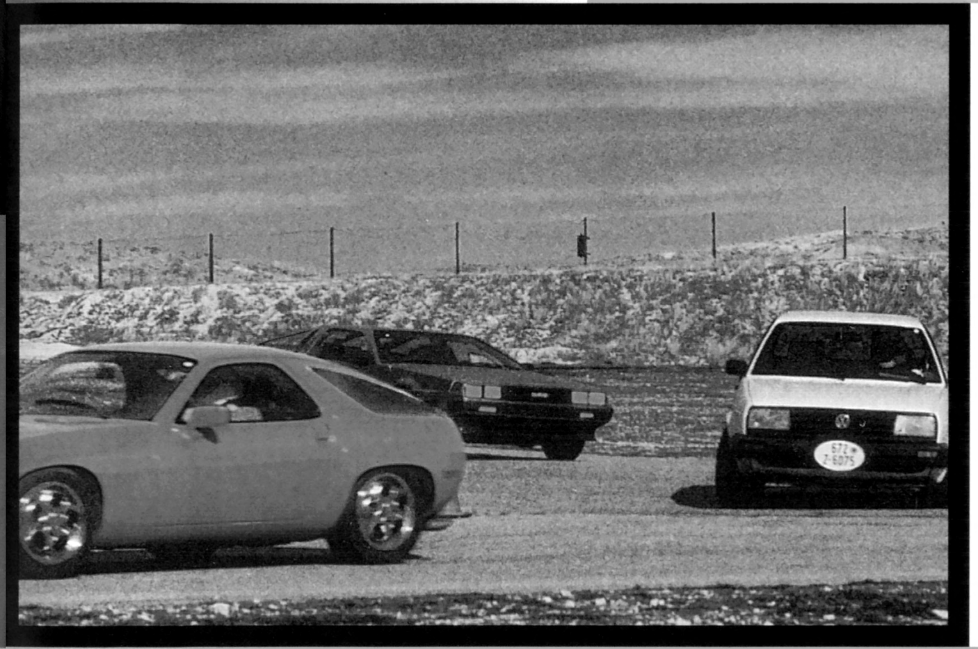
The session ends and we go back to the classroom to pick up our Degrees. Officially The University of VARA is over for the street legal cars. But, Bill Shubert tells us that if we want to, we can hang out and do practice starts behind the race prepped cars. I'm tempted until I remember my brakes, and the amount of debris that gets kicked up at the start of a race.

BACK TO THE PITS,

Gingerly, I test the brake pedal...It's cool. It works.

I thank the Powers.

Karin, Midnight and I fold our tents and say good-by to a great group of VARA folks who have given us an opportunity to drive at a legendary racing venue.



Pushin' the Germans

"Hey, dumbo, you're in school, not at Indy..."

It's been a terrific weekend and a fantastic opportunity to get to know my "D" car.

Will there be more track time for the DeLorean?

I think not.

Unless of course you have a twin turbo, five speed you would like to trade for a super-clean, low-mile automatic.

Anyone out there interested?

Hey...

...we could rent "The Streets"...

...have a DeLorean Weekend and...

But that's another story.

...continued from page 19

"Only rarely can history freeze time so precisely", wrote Americana Magazine in 1991 about George Eastman's home in Rochester, N.Y. For the man who popularized photography for the masses with his Kodak cameras and film, and helped develop the motion picture industry, it's fitting that his house would be one of the world's most photographed, and best restored. The gardens are the original design.

Because of the incendiary nature of early film, Eastman build his 50-room 35,000 square foot Colonial Revival estate with steel-enforced concrete and steel doors.

A lifelong bachelor, Eastman's mansion accommodated his own special interests, including hunting and music. One of its most unique rooms is the vast palm-filled conservatory, so large that a huge elephant head mounted at a second floor level looks modest in size, and the equally gigantic pipe organ seems not a bit out of place.

In the conservatory and grand stair hall, Eastman staged lavish musical soirees featuring performers from the Metropolitan Opera in New York City.

Adjacent is the International Museum of Photography, world leader in its collection of 500,000 prints and negatives that record history-in-the-making, about 15,000 films dating from 1895 to the present, over 15,000 pieces of camera equipment and related technology, and more than 39,000 books and other printed materials on the art, science and history of photography and motion pictures.

George Eastman House
900 East Avenue, Rochester
(716) 271-3361
Open Tuesday through Sunday. Open 7 days a week during May. Closed Mondays, Thanksgiving, Christmas and New Year's Day. Adults $6.50, $5 for Seniors 60 and over, Children 5-12 $2, and children 4 and under free.

* * *

When Henry Morrison Flagler became a partner of John D. Rockefeller in 1867, he made millions from Standard Oil. For most men one successful career would have been enough. For Flagler, it provided the springboard for his crowning achievements — the creation of the entire east coast Florida railway from Jacksonville south to Key West, and the establishment of St. Augustine, Daytona, Palm Beach and Miami as famous resorts.

Married three times, Flagler as in his 70's when he wed Mary Lily Kenan in 1901. As his gift to her, he built Whitehall, now known as the Henry Morrison Flagler Museum in Palm Beach.

An American palace, the major rooms in Whitehall were decorated in historic European styles. The huge entrance hall, 100 feet long and 40 feet wide, suggests the atrium of a Roman villa covered by a baroque ceiling like those of Versailles. The opulent music room where Mary Lily Flagler employed a resident organist for her weekly afternoon teas recreates the Louis XIV period.

Whitehall, Historic Flager Mansion.

Today, special collections of porcelain, paintings, silver glass, dolls, lace, costumes and family memorabilia recall 19th century life at it grandest. Out back on the spacious lawns, you can even tour the "Rambler", the private railway car built in 1886 for Flagler's personal use, now restored to mint condition.

Whitehall, Historic Flagler Mansion
Cocoanut Row, Palm Beach
(407) 655-2833
Open Tuesday through Saturday, 10 a.m. to 5 p.m., and Sunday noon to 5 p.m. Closed Mondays, Christmas and New Year's Day. Guided tours last 1-1/2 hours. Annual free anniversary open house first Saturday in February. Adults $5, Children $2.

* * *

Soon, Florida began drawing other millionaires to winter in her mild climate. James Deering, founder of International Harvester Company, created what Smithsonian Guide to Historic America calls "The grandest mansion in Florida and an outstanding example of the Mediterranean Revival Style". Unprecedented at a cost of one million in 1916, Villa Vizcaya recreates an Italian estate, and designed to look four centuries old when it was completed! In Basque, it's name means "elevated place".

Overlooking Miami's Biscayne Bay, set in the middle of one of the areas native mangrove hardwood hammock forests, Villa Vizcaya has 34 rooms full of antique furnishings and decorative arts from the 15th century through the 19th century.

Wander through its 10-acre gardens accompanied by a musical splash from countless fountains. Though like formal Italian gardens of past centuries, the shady walks show their Southern origins as grand oaks drip with Spanish moss. Because of its dramatic heritage, in 1987 Villa Vizcaya hosted the first meeting between Pope John Paul II and former President Ronald Reagan, and in 1991, Her Majesty Queen Elizabeth of England was another prominent visitor.

Vizcaya Museum and Gardens
3251 South Miami Avenue, Miami
(305) 250-9133
Open daily except Christmas from 9 a.m. to 4:30 p.m. Adults $8, Children ages 6-12 $4, ages 5 and under are free.

* * *

In Southwest Florida, visit the site of a famous Civil War manhunt. Here at the Gamble Plantation in Ellenton, near Tampa Bay, Judah P. Benjamin, Secretary of State to the Confederacy, made his daring escape to England, with Union soldiers hot on his heels and a $40,000 price on his head.

Disguised as French journalist "M. Bonfal," he hid out at the plantation home of confederate official Archibald McNeil. With McNeil's aid, he sailed beyond U.S. control to Bimini and then to Nassau, Havana, St. Thomas, and London, arriving in August 1865. Not one to fade into obscurity, Benjamin enjoyed a second successful career as a British barrister, and by the time he died in 1884, his income exceeded $1,000,000!

Celebrating this epic moment of the Confederacy, the Gamble home is the only antebellum plantation surviving in south Florida. It is furnished in the style of the mid-19th century, when it was renowned as one of the state's most successful sugar plantations. Though it fell on hard times, ultimately the mansion was rescued by the United Daughters of the Confederacy who donated it to the state as a memorial to Benjamin in 1925.

Gamble Plantation State Historic Site
3708 Patten Avenue
Ellenton
(813) 723-4536
Admission by guided tour only. Tours given Thursday through Monday. Admission for ages 13 and up is $3, for children ages 6-12 $1.50, and free for those under 6.

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This article will continue in next quarter's magazine. Look for it!

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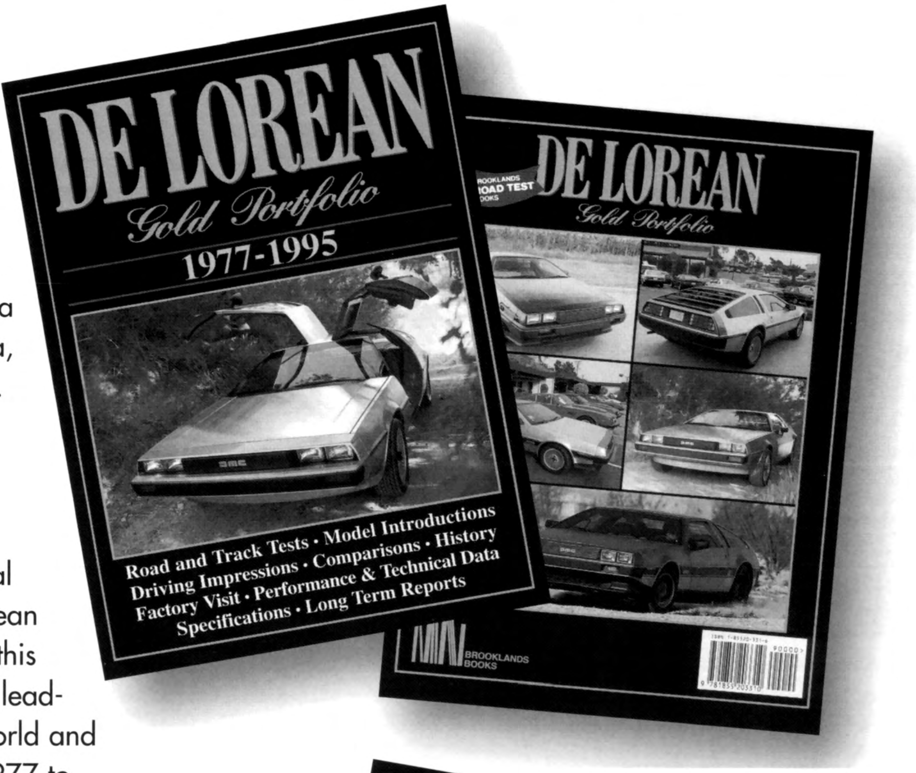
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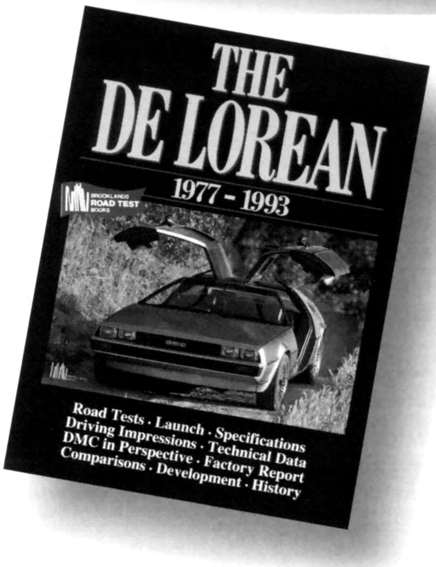
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“She got furious when I told her a Ford part wouldn’t work.”

Ed Bernstein - DeLorean One

I get these kinds of calls regularly. Someone tells me a Ford this or a Volvo that will work just as well as an original DeLorean part. When I tell them it won’t, they come unglued… “You’re just out to charge a lot of money,” they shout. Or, something worse.

They’re convinced that just about every DeLorean part has a cheaper, readily-available counterpart. Some folks even claim there’s a list of these and I’m hiding it.

Actually, original DeLorean parts have gotten so expensive, I could make a lot more if counterparts were available because I could charge less and sell more.

I see owner after owner in here who saved a little money on what they thought was a “just-as-good” part. Unfortunately, many have done severe damage to their cars.

Yes, when I get calls like that I tend to get upset. Not so much because the caller insults me but because I know another DeLorean is probably on its way down the tubes.

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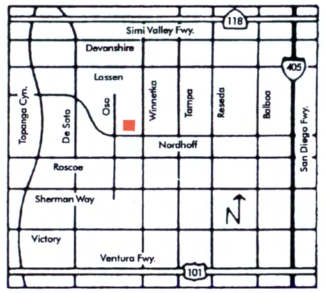
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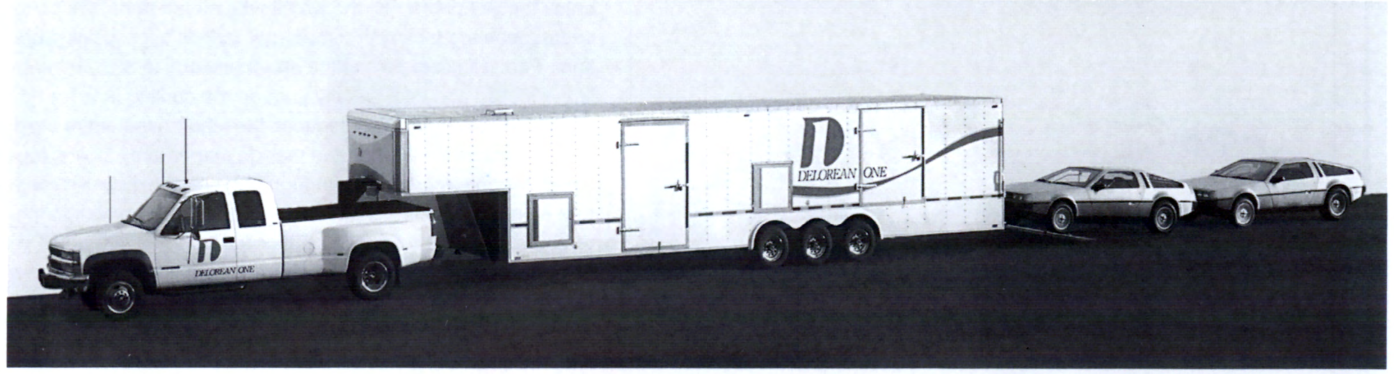
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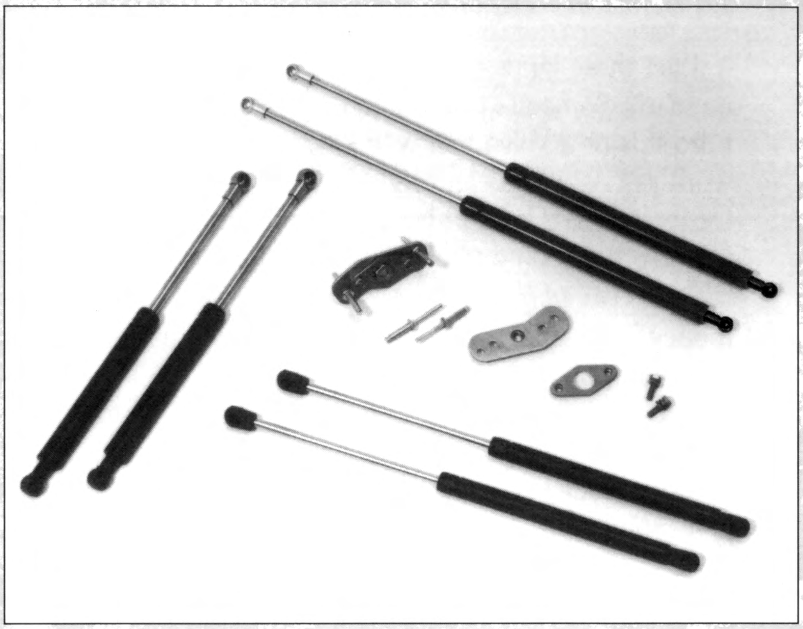

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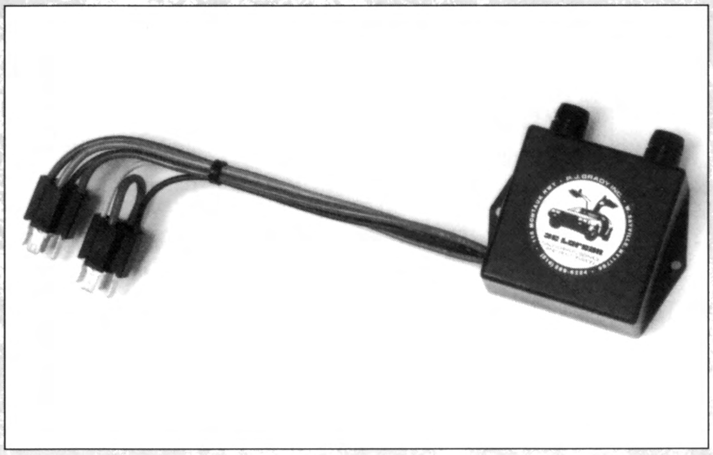

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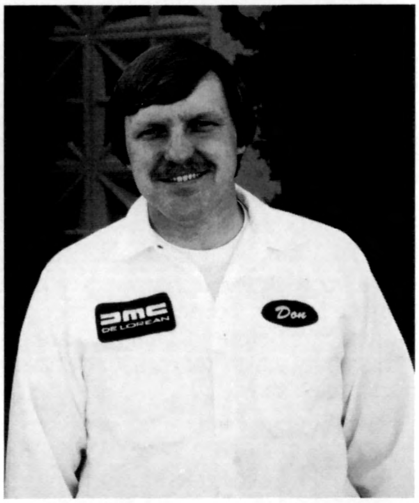

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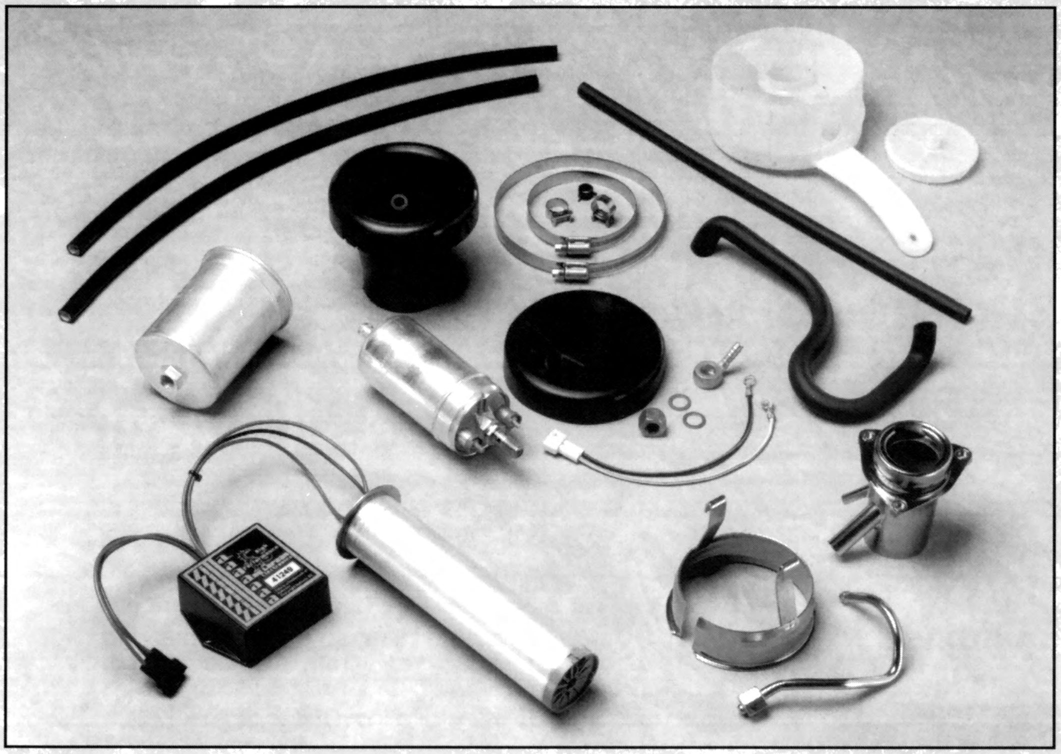

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110589G	Dome Nut (necessary for 1981 models)	3.50
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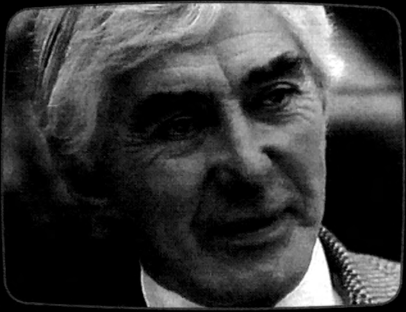

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CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 14, No. 3	**July 1, 1997**
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Text is preferred in Word, Wordperfect or ASCII format on a 3.5" disk.

The Association is offering $50.00 in payment to the author of any feature-length article that is published.

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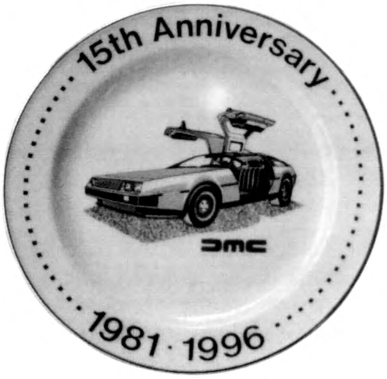

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- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

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IMPORTANT See owners handbook for SAFETY instructions

INTEGUMENT

EXACT DUPLICATE OF THE FACTORY ORIGINAL
EVEN THE FIT IS TERRIBLE!

Located in the right hand corner of the engine compartment, the integument protects the coil and a lot of other electronic connections. These sensitive areas need to remain clean, dry and protected from corrosive elements which can affect the overall operation of your DeLorean.

Look at yours now........ Is the JUMP LEAD STARTING label in place and in good condition? Remove the cover and check the condition of the wires and connections beneath it.

Is the cover brittle, cracked or chipped? If it is, get a new one.

Re-install it. Surprised how badly it fits? Are you discovering words in your vocabulary you didn't think you knew?

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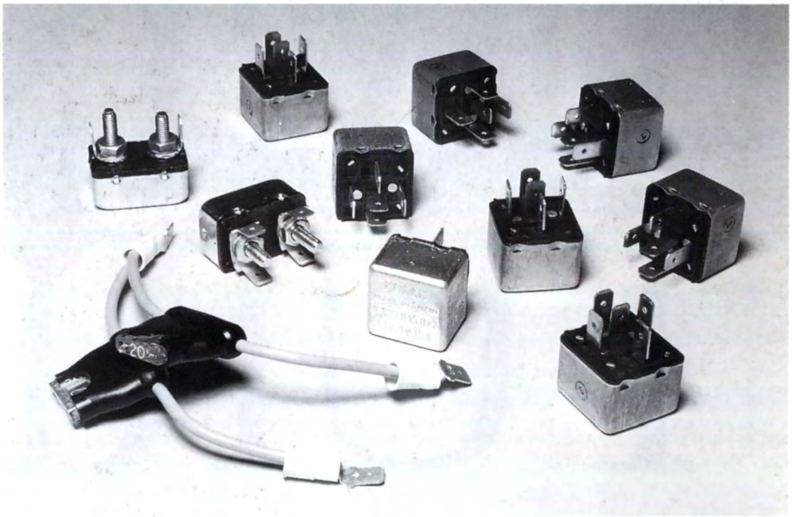
HAMPSTERS SHOULD NOT MAKE RELAYS



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We've been told that DMC was able to purchase a freighter load of these little electronic relays at a really great price from a company called HAMCO located in the Canary Islands. The firm had actually trained hampsters to assemble the tiny relays. Of course, wages were minimal and the quality control was spotty, at best.

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